

THE BARRACUDA BUCKET

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COURIER SERVICE
COASTAL PATROL
CADET TRAINING

What Is A "Barracuda Bucket"

The name of this publication, "Barracuda Bucket," stems from antiquity—well, if you want to call the old bootlegging days antiquity.

In those days the rum runners used to cross the rough, tough Gulf Stream with gunwales of their oft-times frail and flimsy craft awash because of the load they carried. Sometimes accidents happened.

Because of the frequency of those accidents, many of the 'leggers carried a home-made lifesaving rig, known as the barracuda bucket. Zack Mosley's drawing of one is shown on this page. It consisted of an old inner tube, from which a shroud of canvas hung, and into which the survivor could climb, float and still be protected from that most vicious of all fish, the barracuda.

In the early days of the CAP, when it still was being organized at Morrison Field and was starting patrol duty on a wing and a prayer, the modern life rafts were not available. But the barracuda bucket served. It was adapted to CAP use by Thorne Donnelley, then communications officer of the CAP patrol squadron, now commander, USNR. Included in the equipment was an emergency kit bag of some 16 items calculated to keep the CAP flier from being hungry, thirsty or too unhappy. It held water, chocolate bar, mirror, flashlight, first aid material, fish line and similar items.

You could call it the foxhole of the sea.



Story of Patrol Work Is Released

By Capt. Art Kell CAP Intelligence Officer CAP CP NO. 3

Some indication of what Florida's anti-submarine bases accomplished during the Nazi U-boats off the coasts, protected vessels, rescued survivors of air mishaps, may be of report of CAPCP

use to be activated in was set up only three initial experiment with patrol work. Original 90-day experiment, the task force, as it was known, became the training ground for staff officers for numerous other Florida bases.

Members of its staff were sent out throughout the country to install new bases as the system expanded and much of the practice and equipment originated at Base Three was adopted throughout the Coastal Patrol.

The "barracuda bucket," which served as emergency life-saving equipment for many months while CAP was acquiring life rafts, was first used at Morrison Field where Base Three launched its operations. As other bases were activated, the equipment was either produced for them at West Palm Beach, or samples sent out for duplication. Originally developed during running days, the tire-and-bag life saver was perfected by Comdr. Thorne Donnelley, USNR, then a member of the outfit.

Success of the Florida bases may be ascribed to various factors, most important of which was the preparedness resulting from Florida Defense Force and selection of experienced World War I pilots and fixed base operators as commanders. Under Lt. Col. Wright Vermilya, Jr., who was then air officer attached to Brig. Gen. Vivien Collins' Florida Defense Force staff, the air arm of FDF was highly developed. In this the active encouragement of Gen. Collins, Gen. Albert H. Blanding and Governor Spessard L. Holland, spearheading Florida's preparedness effort, was largely responsible for success of the move, which preceded initial organization of Civil Air Patrol by more than a year. When CAP was organized Col. Vermilya offered the active units in FDF and nearly 1,500 pilots in Florida Air Reserve, its auxiliary, to the national organization, and when it became necessary to organize the anti-submarine units, personnel and planes were ready.

Maj. Julius Gresham at Flagler Beach; Maj. Lloyd Fales at Miami; Maj. Peter J. Jones at Sarasota were all members of the state staff of Florida Air Reserve or Florida Defense Force; all were experienced pilots and fixed base operators who had

learned during the lean years of aviation how far one piece of baling wire would stretch. And since much of the operation of the Coast Patrol during the early stages required just that type of ingenuity, success of the operation was inevitable.

Their long experience also gave them high personal priorities in personnel-picking. They either knew where to find good pilots or they could spot them in one hop around the field and their resultant staffs and flight sections were tops.

Records were not immediately available from the other Coast Patrol bases in Florida, but subsequent issues of Barracuda Bucket will give you their stories.

However Base Three, which operated a year and a half from Morrison Field and Lantana may be taken as typical of the CAP operations in Florida.

The third coastal patrol base to be activated in the United States, the local unit operated for a year and a half from Morrison Field and Lantana airbase. Comprised entirely of volunteer local personnel, furnishing their own private planes, the squadron flew approximately 2,000,000 miles in anti-submarine operations, spotted and bombed numerous enemy submarines, rescued and assisted in rescue of personnel of merchant ships, army and navy planes; saved approximately a dozen merchant ships from submarine attack and received a number of commendations from the army commands under which it operated. They were paid a per diem covering plane operation and personal expenses.

Although they flew single-engine land planes, overloaded with life-raft equipment, bombs and depth charges, on regular dawn to dusk patrol up to 50 miles off the coast, only two planes were lost in the ocean and none of the personnel was injured from this base. More than a half dozen forced landings were made on the beach or on land without major damage to planes, it was reported.

Flying without armament during the first few months of operation the CAP pilots drove enemy submarines away from merchant vessels by diving on the conning towers. One such case in which the enemy was stuck on a sand bar for 42 minutes while the CAP pilot called for assistance resulted in the order from Gen. H. H. Arnold to arm all CAP coastal patrol planes.

Six members of the crew of the army transport plane "Flying Dutchman" who bailed out over the ocean one night were located and Coast Guard craft led to their location a half hour after sunrise. The plane, on its automatic pilot, was later-

found crashed against the side of a mountain in Mexico.

Majority of the personnel were over-age pilots or men unqualified physically for the armed forces.

P. B. County

Since the first meeting was called to order August 23, 1943, with 28 members answering the roll call, the Palm Beach County Sqd. C.A.P. Cadets has grown from a group of boys and girls with little military training to a fine military organization.

The personnel of the Sqd. now numbers better than 150 members in all, 100 boys and 60 girls.

When the first classes were organized they were hampered by the lack of instructors and only met on Thursday nights of each week for radio code instruction by Lt. D. R. Thompson and meteorology instruction by Lt. E. C. Adams, each handling from 25 to 50 cadets at a time. But now they have classes in meteorology on Friday nights for boys only who are at least 17 and juniors in high school, and classes after regular school hours on air navigation and meteorology instructed by an army instructor. They also hold a class on radio code at the Lantana CAP Base for 17 year olds on Sunday and they fly a little as well.

The newest class to be started is a weekly rifle practice held each Thursday night at the American Legion Indoor Rifle Range, the class is instructed by Capt. B. B. Beil and Capt. H. F. Bailey, both of Morrison Field. The Cadets Corps has thirty non-commissioned officers ranging from 1st Sgt. to Cpl. 1st Lt. L. D. Simon is commanding officer, 2nd Lt. C. F. Jackson is executive officer.

The girl cadets are commanded by 2nd Lt. Nell Behr. She is assisted by F/O L. Shankland. The Palm Beach County Squadron of CAP Cadets is composed of boys and girls from West Palm Beach, Palm Beach, Lake Worth, Lantana, Boynton and Delray Beach.

Carl L. Smith, Jr., CAPC.

A Big Help . . .

Charlie Weeks, formerly a pilot on Coastal Patrol duty (CAP CP 3, Lantana) found out the other day that his 860 hours of over-water flying came in handy.

Stationed at Brownville, Texas, with the ATC Charlie happened to be in Operations when a call came in from the Coast Guard that two barges had broken loose from a

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Scene on left shows CAP plane spotting liferaft off Florida coast during the days of coastal patrol as described in the story on the opposite page. Radio messages bring the rescue boats shown at right. Official CAP photos.

Sarasota . . .

The Sarasota Squadron of the Civil Air Patrol has moved to new quarters on upper Main Street. The Cadets have pitched in and painted the hall and drawn the insignias of the CAP and the CAPC in colors, also furnished propellers from the small light planes and the fast Army pursuit planes.

Meetings are held twice a week, Monday and Thursday nights at 8. Meteorology, navigation, engine and aircraft and civil air regulations are taught by the senior group. Drilling is practiced under floodlights.

Plans are under way to put on a drive for funds for the Civil Air Patrol Cadets for their flight time. Several of the Cadets, both boys and girls, have started their flying training and seem right at home in the air.

We are experiencing trouble in getting permission from the CAA for youths of seventeen to start their flight training, even though the Army is anxious to get as many youths of seventeen as possible for future combat flyers. Can't something be done about this condition?

It is amazing how easily these Cadets

can identify any plane that flies over the city.

The Senior C.A.P. squadron has been busy recruiting new members and at this time has several candidates lined up for the next meeting night. Bradenton, Sarasota's nearby neighbor has sent us six senior members and six Cadets and their applications will go forward in a few days.

Sarasota thinks with a good field and several ships at their disposal there should be some courier services that we could perform for the Army here.

(42 Cadets)

Polk County . . .

The Polk County Squadron has presented a very interesting series of lectures. These included a talk on the "History of Aviation" by Dr. Douglas Perry, a member of the squadron who has been interested in aviation since the first World War; a number of classes on "Courts Martial," conducted by Capt. W. M. Hart, from Lakeland Army Air Field; and a very interesting lecture on "Oxygen" by Lt. Norman E. Mendenhall of 14th Altitude Training Unit, Avon Park. Lt. Mendenhall was unable to bring the oxygen equipment which he had hoped to show to the

squadron but the lecture was very interesting and instructive without the equipment.

The two flights of cadets under the Polk County Squadron are progressing nicely. The flights are composed of both boys and girls and about six ACER. The Winter Haven flight has seven members who have qualified as CAP Cadets and were presented their identification cards at one of the squadron meetings. The Lakeland flight has 14 members who have qualified and will be presented their identification cards at the next squadron meeting. A class in "Theory of Flight" is to be started this week for the cadets. This class is to be conducted by Dick Hazelrigg, former director of academics at Lodwick School of Aeeronautics.

Screening tests for aviation cadets were conducted in the high schools of Mulberry, Wauchula, Fort Meade, Sebring, Frostproof, Avon Park, Haines City, Auburndale, Winter Haven January 11, by members of the Polk County Squadron. These tests were held in Lakeland and Bartow by members of the Aviation Cadet Examining Board. The screening tests will be given to every boy, 16 and 17 years old, in the schools. Members of the

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BARRACUDA BUCKET

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Major Richard P. Robbins
Commanding Officer

VOLUME I

No. 2

To Readers . . .

As we said last issue, this is your publication, but if you don't keep it filled up, it won't be. It just won't exist.

The Cadets have been good about furnishing us information of their activities, but not a great deal has been offered by either Cadets or senior squadrons giving information outside of routine.

There are a lot of things go on in the CAP, some funny, some colorful, many of human interest, a few tragic. We want all the dope on those too.

And right here—

SPECIAL NOTE TO BASE COMMANDERS—Send us a resume of your base operations. Most of the CAP material is now released under censorship, and we want it. Send it on, and we'll be responsible for the censorship angle. (It might amuse you to know that a Florida CAP man called up a general before censorship was off and told him he'd better stop publication of material he had for a CAP speech. The general did, too.)

From all the rest of you, we want all the information we can get. We have a good supply of pictures on hand, but we always want to look at more. (Send 8x10 glossy prints when possible; good clear ones.)

If you have an artist in your squadron, put him to work sending us some drawings. Zack Mosley is a good guy, but we don't want to work a willing horse to death, and he's done all the drawings for The Barracuda Bucket so far.

In other words, keep the copy coming in. Commanding officers should appoint someone to be responsible for it regularly, but all squadrons should furnish material, and all members be on the watch to give to whomever is designated in a particular squadron information that will be useful.

Get copy in as soon as possible after the first of the month. And for Pete's sake, DOUBLE SPACE IT.

Thanx!



Cadets On New Program

Amid the airplanes, welding tools, motors, and other intricate paraphernalia of flight, some 300 cadets of the greater Miami area CAP Squadron, heard the program of classes being started for them.

All this took place at the Coral Gables Coliseum. This was recently loaned to the CAP cadets by Embry-Riddle Flying School. Several civilian training planes and engines are also furnished to be completely overhauled. There are also countless airplane parts and assemblies. The Coliseum was originally equipped to train Army personnel.

Valuable classes covering every conceivable phase of aircraft are being offered on Friday from 1730 to 2030 (5:30 to 8:30 for you who are not acquainted with military time.) There is also one special class on Sunday from 1400 to 1700, which is compulsory for every cadet. Not all this time is occupied with studies. Drilling to martial music (via public address system), will be a great deal more enjoyable than the "hut, hut, thrup, haw," the age old chant of the drill sergeants.

The classes to be held on Fridays, of which a cadet must take three in order to obtain his credit in high school, are: Elementary navigation, advanced naviga-

tion, radio and blinker, introductory airplane mathematics and physics (cadets who take physics in high school are ineligible for this course), general service and maintenance of aircraft, meteorology, power plants, and communications procedure.

The classes to be held on Sundays are: Recognition of aircraft and surface vessels, CAA regulations, instruments, theory of flight, practical mechanics, and general service and operation of aircraft.

For those cadets who pack their gray matter away with their books, Friday afternoon at 3:30, as little as one class on Friday and Sunday will be sufficient, but no high school credit will be given. Refreshments, consisting of milk and sandwiches, will be available for our cadet chow-hounds.

The Coliseum far exceeds the limited facilities available at the Seybold and Ingraham Bldgs. Those cadets who have attended classes at "742" or the "Sunshine Room" will appreciate what this means.

Cadets who were too dazzled by the magnificence of viewing real live aircraft at proximity to listen very carefully to what was being said, will be happy to learn that the courses will not be all "paper" work.

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Patrols Given High Navy Praise

High praise from the nation's highest Navy officers was given Civil Air Patrol for its anti-submarine work in a recent announcement from National Hq. releasing information that the Coast Patrols had been discontinued.

Liquidation, reorganization or transfer of the Florida bases has been completed in many instances, while personnel of others awaits new assignments to aid the war effort.

Florida bases, it was pointed out, comprised nearly one-fourth of all those along the Atlantic and Gulf coasts. Organized under the direction of Lt. Col. Wright Vermilya, Jr., when he was wing commander, the anti-submarine bases were manned almost entirely by Florida personnel and in a majority of cases the men were on duty for the duration of the assignment.

Maj. Julius Gresham, at Daytona and Flagler Beach; Lt. Col. Vermilya at West Palm Beach and Lantana; Maj. Lloyd Fales at Chapman Field, Miami; Maj. Peter J. Jones at Sarasota and the base at Panama City were handed one of the toughest assignments on the entire Atlantic Coast.

To them and their men and women who overcame all obstacles to achieve an efficient operation, often under great difficulties, both Army and Navy commands have expressed their praise and gratitude.

Announcement from CAP headquarters stated discontinuance of CAP coastal patrol was "a part of the general policy of withdrawing all Army participation from anti-submarine activities. Now we are able to release the facts and to review the brilliant work of CAP's civilian volunteers who did so much to help clear our vital shipping routes and thus to help win the Battle of Africa and the advancing Battle of Italy. As has been previously announced, the Navy now has sufficient planes and crews to assume full responsibility. The army air forces accordingly have discontinued their anti-submarine work and the AAF Anti-submarine command has suspended operations."

For the Navy, Admiral E. J. King, commander in chief of the United States fleet said, with regard to CAP coastal patrol:

"I request that you express to them a 'Well Done' for their enthusiastic, loyal and constant cooperation in combating the submarine menace, patrolling our coast-line and assisting the location of survivors and ships in distress."

Admiral Adolphus Andrews, commander of the Eastern Sea Frontier, said: "Your unit has rendered invaluable services to this command in fulfillment of its war mission of protecting shipping and combating the submarine menace. The tasks performed by CAPCP have been many, in-

cluding anti-submarine patrols, escort missions, searches for known or suspected submarines and assisting in rescues after marine and aerial casualties.

"In the performance of these tasks there has been displayed a skill, energy, resourcefulness and disregard for danger which are in the highest tradition of the American armed forces. Now on your departure from the Eastern Sea Frontier I extend to you and to your men my thanks for your cooperation and wish you all the greatest success in your next assignments. Well Done!"

Civil Air Patrol set up its first coastal bases early last year when enemy submarines were taking a heavy toll of shipping in the coastal sea lanes. Because the Army and Navy needed all available equipment urgently at other points, the newly-formed CAP was called upon for an experimental service originally expected to last only 90 days. Civilian volunteers brought their own planes, radios, and repair equipment to hastily improvised bases to operate against the U-boats.

Results were so successful that CAP bases were established to cover the coastal shipping lanes along the entire Atlantic and Gulf coast from Canada to Tampico, Mexico. Submarines about to attack convoys crash-dived on the approach of CAP aircraft, although these single-motor land planes were entirely unarmed. Later, bombs and depth charges were added with deadly effect. By the combined efforts of Army, Navy, CAP, and Coast Guard, the submarine menace was rapidly abated.

In this service, CAP pilots and observers flew more than 24,000,000 airplane miles over the ocean. They spotted 173 submarines, dropped bombs and depth charges against 57, and are officially credited with sinking or damaging at least two, in addition to those sunk by Army or Navy aircraft called for the kill by CAP.

CAP observers located 363 survivors of ship sinkings or aircraft crashes at sea, and 36 bodies. They found 17 floating mines, sometimes in the path of troop ships. Aircraft and ships in distress were reported on numerous occasions and their crews rescued.

In this work, 20 CAP members lost their lives in forced landings at sea and six in crashes on land. Seven were seriously injured and 90 planes were lost or damaged beyond repair.

Back of the Coastal Patrol was the work of the CAP organization with a Wing Command in each of the 48 states and local units in more than 1,000 communities. Out of these units came the equipment, all privately owned, for the sub hunt. Local training programs taught the necessary discipline, the precision flying methods,

and the 2-way radio communications procedures necessary in spotting objects at sea, far out of sight of land, and reporting their position accurately to the shore bases.

Thus the Coastal Patrol was a nationwide undertaking. Men from 45 states, and also a number of women who serve as plotting board operators and in clerical capacities, are now entitled to wear on their CAP uniforms the Coastal Patrol emblem—a bomb dropping upon a submarine. Several dozen also wear the "Duck Club" emblem, CAP's version of the Caterpillar Club, for those who were rescued from forced landings in the water.

While some members were assigned to Coastal Patrol on a 3-month basis, in order to utilize the services of men who could not spend longer periods away from their civilian work, many gave up their businesses to volunteer for the duration and work full time without compensation except for per diem allowances which barely covered living expenses. The average age of the men on Coastal Patrol was 38. Many were flyers in the last war. Most were too old or otherwise disqualified for military service, but were determined to put their aviation knowledge to use on flying duties. a "Well Done!"

CADETS ON NEW PROGRAM . . .

(Continued from Page 4)

The excellent motion picture facilities available, and large library of training and technical films, will be utilized to the fullest extent.

In all, this means that a priceless opportunity for knowledge in civilian and military aeronautics is offered to Civil Air Patrol Cadets.

"Lean to Keep 'em Flying with the Civil Air Patrol Cadets"

Cadet S/Sgt. Richard Schultz,
Miami Beach High School.

C A BIG HELP . . .

(Continued from Page 2)

tugboat out in the Gulf. Charlie immediately began a sales talk on how well qualified he was to conduct the search, no doubt with some trepidation because, as he wrote Lt. Emerson Cook, "You and I know how hard it is to find things out there." But he "sold" the operations officer and started out.

The ceiling was low and visibility terrible. He flew at about 600 feet over the top looking down through occasional holes and not hoping too much when all of a sudden he spotted the barges and radioed their position to Brownville Tower. Just plain luck or coastal patrol experience, which ever it was, proved to be a break for Charlie.



LOSES LIFE—Lt. Melvin Leroy Alspaugh, Belle Glade, commander of the Everglades Squadron of the CAP, was killed Feb. 23, in an airplane accident near his home town when the ship which he was flying went into a spin and struck the ground. A passenger, Samuel Fleming, also of Belle Glade, died with him.

And-Or Demerits

A new merit and demerit system having a maximum demerits possibility of 50 has been instituted for Miami CAP Cadets. Merits and commendations will be given for excellent work, superlative effort, indispensability in drill, class or office assistance. Insubordination, absence without leave, disregard of rules governing the wearing of the CAP Cadet uniform are bases for demerits.

Commendation, new ratings, promotions, and infractions will be turned in by Cadet intelligence officer to Senior Squadron intelligence officer for investigation and disposition by the CAB—Commanders Advisory Board. A Cadet Advisory Board composed of one staff officer from each squadron will assist the CAB and act on minor cases.

All actions of the CAB will be made public in a special Order of the Day. A cadet when brought before the CAB or the Cadet Board to be tried, if found guilty, will be notified in writing immediately whether he is charged with a Class "A" offense or a Class "B" offense and the number of demerits assigned him. A cadet may be assigned extra duty hours and/or demerits. Any cadet having 10 demerits shall report himself to his commander to arrange for an appearance before the CAB. Any cadet having 50 demerits is automatically dishonorably discharged.

The CAP Cadet course are recognized by the State Board of Education and also

Miami Group Gets Break

In these days of war, it's a great thing to find people who are patriotic enough to give their time for the training of youngsters in aviation, and in Miami we've had a real showing of patriotism. An entire organization, The Embury Riddle School of Aviation is behind the movement here. First, we been given the use of the Coliseum in Coral Gables for the training purposes. There are twenty different class rooms besides the main auditorium, also all the equipment necessary for teaching the subjects given in the CAP and CAPC.

All the hard work of getting the new program in shape was well repaid at the first general meeting held in the Coliseum. Over 300 cadets gathered in the main auditorium for instruction on their choice of classes. Squadron Training Officer Weinkle was in charge of these details. Lt. Krause explained in a short talk that with the growth of the CAP Cadets in Miami, it was impossible to continue giving instructions separately at the five different schools. From now on, the entire program will be a concentrated effort on the part of all concerned to give the best training possible in the shortest possible time, due to the fact that the ACER lads are being called up for duty. Every bit of training, academic or military, that these cadets receive, will make them better pilots, navigators, and bombardiers.

Lt. Krause sent an announcement to all Cadets to bring their parents to the meeting and we were grateful to see so many

of the parents take an active interest in the training of their son and daughters. We were especially honored by the presence of Major Switow of the Army and Commander Winslow of the Navy, fathers of two of our Cadets.

The Cadets were dismissed at 7:45 and the entire Senior CAP group gathered in the auditorium for their meeting which was called for 8 p.m. There were 83 active members present and 38 provisional members. Some of the active members were from the base at Chapman Field and their attendance was appreciated by the staff.

Lt. Krause told everyone that the day of inactive members in Miami was over and that national directives would be followed to the letter and there would be no more parading of members in uniform who merely held a card and were not actively associated with the CAP in some manner. He informed every member that past laurels were fine but the biggest job was yet ahead, and that was the training of Cadets, especially the ones who were preparing to enter the Armed Services. The response to this from some of the older members was very gratifying.

Training Officer Weinkle spoke in detail regarding the training of senior members. He has worked out a complete plan where the training program for both seniors and Cadets will dovetail during the same hours: —On Friday night from 5:30 to 9:30 and Sundays from 2 to 5. This will give the entire staff of instructors a chance to have some free time which they haven't had until now.

Special commendations should be given Lt. John Woefel who acted as Officer of the Day and First Sergeant Claude Turner who acted as Officer of the Guard. At no time was the Coliseum without a special guard detail of Cadets. First Sergeant Turner was very well pleased with the showing of the Cadets on their first actual assignment of mounting guard.

Enough for now, but everyone will be hearing more and more of the CAP AND CAPC in Miami!

Fred Krause, Miami Sqdn. Comdr.

POLK COUNTY . . .

(Continued from page 3)

Polk County Squadron and Tampa Squadron who gave these tests met with the Aviation Cadet Examining Board in Tampa to be instructed in how the screening tests are to be given.

Squadron Commander, Lt. H. S. McClamma, spent Christmas week in bed with influenza.

Plans are progressing for the new airport at Winter Haven which the squadron hopes to open in the near future.

the County Board and are given as such: 144 hours equal $\frac{3}{4}$ credit. Anyone taking 4 subjects may receive credit for CAP courses as stated. If a cadet is already taking 5 subjects, it cannot be counted but will be attached to his permanent record. Every cadet will be graded according to their attendance, attitude, and general studies.

All classes will be held at the Coral Gables Coliseum on Douglas Road instead of at squadron headquarters or the various high schools, it was announced Friday at a special meeting. Cadets will be able to choose one to three subjects from a program including: elementary navigation, instructor, McGoan; advanced navigation, instructor, Smith; introductory aviation math and physics, instructor, Weinkle; general service and operation of aircraft, instructor, Hendricks; power plants, instructor, Voorhies; radio code and blinker, instructor, Brown; communication and radio procedure, instructor, Houston; meteorology, instructor, Bray.

Military drill will be held on Sundays.

Pauline Moser,
CAP Cadet,
Miami Edison High



TAMPA GETS PLANE—Formal presentation of an AAF plane for use of the Tampa CAP squadron was made recently by Major Richard Robbins (left), Florida Wing commander, to Lt. Eugene R. Ekes, Tampa, (right), as Capt. Zack Mosley, creator of the comic strip "Smilin' Jack," looks on.

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